

Intimations.

DAKIN, CRUICKSHANK & CO., LIMITED.

CHEMISTS, &c.

INDIAN CIGARS.

It is not long since the only INDIAN CIGAR obtainable was the long, rank, salted "TRICH," but within the last few years the introduction of European capital and European business methods have been employed with most satisfactory results. Messrs. SPENCER & Co.'s factory at Dindigul is a model of what a well appointed Cigar Factory should be, and their products are winning appreciation wherever introduced. We are appointed Agents and have received a first consignment of their most popular brands.

"GOLD MOHURS."

These are manufactured entirely of picked Dindigul Leaf, and are of medium strength.

Boxes of 100—\$1.75.

"TORPEDOS" and "BEACONSFIELDS," are mild Cigars made of a mixture of Dindigul and Sumatra Leaf, and smoke with a Long White Ash, the flavour is like that of the best brands of Cuban Cigars.

Boxes of 100—\$2.75 & \$3.00.

VICTORIA DISPENSARY,

HONGKONG.

Hongkong, 8th August, 1892.

A. S. WATSON & CO., LD.

AERATED WATERS.

GINGER ALE.
LEMONADE.
LITHIA WATER.
PHOSPHORIC CHAMPAGNE.
POTASH WATER.
RASPBERRYADE.
SARSAPARILLA.
SELTZER WATER.
SODA WATER.
Tonic WATER.

IN the Manufacture of these Waters the purest ingredients only are used, and the utmost care and cleanliness exercised throughout. The water used is subjected to a perfect system of filtration, daily examinations, and periodically to searching chemical analyses; so that absolute purity and safety are guaranteed.

FOR COAST PORTS.

Waters are packed and placed on board at Hongkong prices, and the full amount allowed for Packages and Empties when returned in good order.

SUMMER BEVERAGES.

FRUIT CORDIALS.—Raspberry, Strawberry, Lime, Damson, Black Currant, Red Currant, Pine Apple, Orleans Plum, Morella Cherry and Gooseberry.

FRUIT SYRUPS.—Lemon, Lime Juice, Raspberry, Strawberry, &c.
Prepared from genuine fruit juices imported by ourselves, they contain the full flavour of the sound ripe fruit; mixed with plain or Aerated Water, they make delicious summer drinks.

Agents for

MONTERRAT LIME JUICE & CORDIAL.

WINES AND SPIRITS.

Ports, Sherries, Lards, Burgundies, Hocks, Champagnes, Brandy, Whiskies, Gin, Rum and Liqueurs.
A large selection of choice old brands. Full particulars and prices on application.

TOBACCO, CIGARS AND CIGARETTES.

A complete stock of all the best and most popular brands.

VIN DE QUINQUINA.

A medicinal wine AGREEABLE TO THE TASTE containing the valuable properties of Cinchona Bark combined with a choice brand of Red Wine.

Its powerful antifebrile qualities tend to ward off attacks of Malaria fever and to all convalescents it acts as a quick restorative and appetizer.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 21st July, 1892.

For Sale.

NOW READY.

[PUBLISHED BY AUTHORITY.]

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST"

FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS AND IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

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HONGKONG.—Mr. W. Brewer.

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NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to subscriptions, advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open to the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

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Advertisements are requested to forward all notices intended for insertion in this paper not later than Three o'clock on the day preceding the day of publication. Advertisements which are not ordered for a fixed period will be continued until countermanded. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for advertisers. Terms can be learnt on application. The Hongkong Telegraph is published daily at 10 o'clock in the morning. Its telegraphic address is—"Telegraph," Hongkong.

TO SUBSCRIBERS.

The Hongkong Telegraph is published daily at 10 o'clock in the morning. Its telegraphic address is—"Telegraph," Hongkong. Subscribers to The Hongkong Telegraph are respectfully reminded that all subscriptions are payable in advance.

BIRTH.

On August 7th, at Hongkong, the wife of Sergeant J. O'CONNOR, Royal Artillery, of a daughter.

The Hongkong Telegraph.

HONGKONG, MONDAY, AUGUST 8, 1892.

TELEGRAMS.

RUSSIAN EXPEDITION TO THE PAMIRS.

LONDON, August 5th. The Russian expeditionary forces have entered the Pamirs. The Conservative papers remark that this invasion is coincident with Mr. Gladstone's accession to power.

(From Singapore Papers.)

THE QUEEN'S SPEECH.

LONDON, July 30th. It has been decided that there will be a speech from the Throne, but of the briefest description.

INTENSE HEAT AT NEW YORK.

The heat in New York is unexampled; the mortality is serious and business is at a standstill.

THE GENERAL ELECTION COMPLETED. The elections are over and Mr. Gladstone's majority amounts to forty.

LOCAL AND GENERAL.

YANOTSE navigators beware! Christmas Island beacon light is now 241 feet N. 13 deg. W. of its previous position.

THE temporary red light on Lan-tai-shan promontory is 300 feet above sea-level. In clear weather it is visible 5 nautical miles.

THE Agents (Messrs. Dowell, Carill & Co.) inform us that the steamship *Batavia* left Kobe on the 6th inst., at 6 p.m., for this port.

Mr. Sapp—I notice you wear silk hosiery, Miss Gay.

Miss Gay—Yes, that's what I bought them for!

M. VEZIN, the Tonkin railway director who was abducted by Lu's band of brigands, has been released on payment of \$25,000, and Lu's band has been killed in battle.

We are informed by the Agent of the Messageries Maritimes Co. that the Company's steamer *Yamato*, with the next French mail, left Saigon on Saturday at 11 p.m., for this port.

THE agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" Line steamer *Bennina*, from Antwerp and London, left Singapore for this port on the 5th inst.

Bjones—Wiggy, I came to have you draw my will.

Q.C.—Why don't you see a surgeon?

Bjones—I've got two and that's why I came here.

Editor of the *Small*—Were you born a cripple and slightly deaf?

Human Ruler—That was my misfortune, Sir. Editor of the *Small*—Congratulations! You're just the fellow I want for sporting editor.

OWING to pressure on our space we are compelled to hold over articles on the Fo Lung Kok, the Observatory, the Eurasian question, a large mass of mail from Manila, Tonkin, Canada, Japan, Tai-ping-shan, and other centres of civilisation.

Broken-down Broker (in poor-house)—And what was your business?

Junring Blits—First-class burglar.

Broker (gasping)—Why, what brought you here?

Junring—Four successful jobs in Hongkong.

ANOTHER gambling "hell" was raided last Saturday. This time by Acting Inspector Duncan, who succeeded in arresting the "boss" of the place and five other players. They were haled up before Mr. Hastings this morning and retained after paying their fines—the manager of the den \$25, and his players a couple of dollars each.

A NUMBER of men of G Company of the Shropshire Regiment, while in the Muntney Camp last week, were struck down with a low fever which had during the past few days resulted in three deaths. The men who are now suffering were drawn from the garrison in Egypt, and it is supposed that the change of climate, from very dry to very damp, is the main cause of the epidemic.

Clerk in Hongkong Trading Co.—Good morning, Sir, what can I do for you to-day?

Thos. Swatow—I'd like to pay my bill.

(Clerk faints).

THE returns of the number of visitors to the City Hall Museum for the week ended August 7th are—Europeans, 104; Chinese, 1,295; total 1,399.

Clerk—I am sorry to state that we have only \$10 in the house.

Malby—Send round and order the largest sized burglar-proof safe. It will give us credit for six months to come.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of Japan*, Capt. G. A. Lee, from Hongkong, &c., arrived at Kobe on the 5th inst. at 9:30 a.m., and left again on the 6th at noon, for Vancouver, via Yokohama.

Jamie's father had taken him in to see the baby.

"There, my son," he said, "is a little sister for you. What do you think of her?"

"Yes," replied Jamie, "she's nice enough, I reckon, but I'd rather have a caddy."

THE four men and one old woman charged with holding two Annamese girls into the colony for purposes of prostitution and with secreting them in a hut at Kowloon for an unlawful purpose, as reported in these columns on the 29th ult., were each sentenced to twelve months' imprisonment by Mr. Hastings at the Police Court on Saturday.

The two girls were each fined \$5 for contempt of Court for refusing to give evidence against the defendant.

It is rather late in the day for the Chinese Customs authorities to issue yet another "Warning to Mariners" in respect to the wrecked steamer *Peking* which is lying in the track of vessels trading between Hongkong and Shanghai, and it is about as useless as it is late. There is a decree of "teach your Granny," etc., about it which must tickle coasting skippers.

This is how Coast Inspector Blibee holds forth to all British Mariners—"Vessels having to pass the wreck of the *Peking* by night should pass careful attention to the bearings of Bonham Island and Gut's light, and to the set of the tide which is very strong in that vicinity. Thanks, Blibee, when will your Celestial patrons have the goodness to remove the wreck altogether? It is in Chinese waters, and therefore your authorities should have blown it into ten thousand pieces long ago. What is wanted now-a-days is action, not windy notices, and awful 'warnings'."

On Sunday July 24th at Batavia an accident happened during the performance with the lions at Philis circus. The *Newsworld* says that Russell on the previous evening was so reckless and laid on blows so unmercifully that it was expected the lions would attack him every moment, and it was more by luck than by good management they did not. Fortunately everything passed off well, and he left the cage amid much applause. On Sunday the lions seemed to remember the rough treatment of the previous evening and were shy and unwilling from the first, so that Russell had often to make some rapid movements to keep them in front of him. At the part of the show where Russell sits on Pasha's back and fires a pistol something happened which must still make the spectators shudder. Through the smoke a lion was seen sitting upon a man; the former positions being reversed. How this happened it is difficult to say. Russell slipped off, fell forward in the cage and Pasha immediately caught him by the left shoulder and bit. Fortunately the beast did not use his teeth, but tore Russell's body with his claws. Now commenced a struggle between the beast and the wounded man assisted by the circus people with pikes. The victory remained with the latter, but Russell left the cage seriously wounded. He was taken to the hospital to have his wounds attended to, but was unable to leave, and he is now being treated at his hotel. The tiger Scidias also showed his true nature, and the trainer had to use his whip. The animal attacked a native in the cage, and this native will find a sitting position uncomfortable for some time to come.

The Inman Line *City of Chicago* left New York on Wednesday, June 22nd, in charge of Captain Redfern, an experienced master, and had on board 130 saloon passengers, 138 second cabin, and 93 steerage, together with 21 sacks of mail. The passage was a fairly good one, and at 4:45 p.m. on the 27th June she was sighted off Brownhead. Although the weather had been getting thick for some hours previously the fog was variable in its density. At 5:15 a.m. was hanging like a heavy pall, "as thick as hedge," the sailors say, and again lifting so that the sea radius of 200 yards was visible. In one of these comparatively clear moments Cape Clear was seen, but then a curtain of fog enveloped the ship. Captain Redfern still held on his way, the speed being reduced somewhat, until at 8 o'clock the vessel went crashing on a ledge of rock half a mile to the west of Old Head. A seaman forward had only time to cry out "breakers ahead," and the ship struck the gigantic natural cliff rock, high rise up out of the darkness before him, and the next moment the liner tumbled from stem to stern with the force of the shock. The passengers at once became panic-stricken, although different narratives describe the excitement as varying much in degree of intensity. The officers promptly reassured the frightened passengers that there was no immediate danger of the ship going down, as of loss of life. Distress rockets were at once sent up, and in a comparatively short space of time the coastguards answered the signals and proceeded to the scene. The rocket apparatus was used, and a rope was fired over the ship, to which a rope ladder was subsequently attached. It was by means of this that the 200 passengers were taken off the vessel, to be guided up and over the rocky cliff by the coastguardmen and the neighbouring inhabitants a number of whom were specially on the spot. There was a gully in the rock where the ship struck, about the breadth of the vessel. Not a single person was injured in the rocky ascent to the pithy darkness of the night, and the only accident that happened in connection with the disaster to the ship was that a man got an arm broken through the firing of the rocket apparatus. A child, in being brought up the rocks, fell but fortunately dropped into the arms of a person who was following, and escaped unhurt. As one of the passengers remarked: "If they had been of the passengers, the fog as it presented itself in the daylight, they might have been attempting the ascent, but as they were only on the spot, they were not so much affected by any nervousness. Those of the passengers, principally ladies, who were not taken off by way of the cliffs were sent in four of the ship's boats, in charge of officers and landed at a creek a short distance from the wreck."

Victor Gap (at the Peak Hotel)—How was business to-day?

Berlin Biet—It was splendid—I got trunk twice and was treated every time!

A WIDOW had married the brother of her late husband. A lady visitor, in the presence of the second husband, commented in glowing terms on the elegant style of the furniture, etc. "Ah I see," replied the ex-widower, "my poor brother-in-law was a man of excellent taste!"

Victor Gap—So Brown's going to get a divorce and make Sir correspondent?

George Baryone—No, he's made it all up with the old woman.

Victor—What for?

George—Well, he saw Sir, and said he was too insignificant to count.

THE Shanghai papers report that the *Empress of Japan* and the *Peninsular* had a tremendous race from Hongkong in Wonsang last trip. The *Empress* led here two hours later than the *Peninsular*, on the 29th ult., and arrived four minutes ahead. The *Peninsular* made the record mail time of twenty-eight days from London to Hongkong.

THE Hankow correspondent of the Shanghai *Mercury* writes under date 28th ult.—"The ill-fated gunboat *Esch*, I hear, has arrived at Kichiang from your port, en route to Ichang, but she will remain down river for some time. I hear the authorities do not wish her to go to Ichang, fearing they might find the native officials who have kept such good order amongst the Chinese recently. But a contemplated visit to Ichang will be made by two of H. B. Major's ships. The *Esch* will be one of them. Their destination is Changsha, the capital of the province, and I am given to understand they will stay as long as our popular and ever-obliging Harbour Master, Captain Patterson, can obtain pilots for them. It is to be hoped that a little demonstration up there will have the effect of doing away with all the anti-foreign literature that has been circulated in Hunan during the past two years."

G. R. STEVENS & CO.

At a meeting of Mr. George R. Stevens' creditors to-day it was agreed to allow him to carry on business. Messrs. Weller, Rutter and Hunter were appointed a Committee of Inspection.

A BRITISH MARINE DEPARTMENT OF STATE.

Perhaps the most interesting feature of the address of the President of the local Marine Officers' Association, as published in these columns on Saturday, was the reference made to the movement initiated at Newcastle-on-Tyne to induce the British Government to establish a separate Department of State for mercantile marine affairs, in the interest of both the owners of ships and the members of the seafaring profession generally. The amount of British capital invested in shipping is enormous. It has been variously estimated at between two and three hundred millions sterling; and is ever increasing. It is, *de facto*, the most important industry of the Empire, without which our position as the first commercial power of the world would not be maintained. The shipping industry is, admittedly, peculiar in that it is of a semi-public character; identifying itself closely with the lives and property of other than those who control it, and requiring for its proper management special rules and regulations—whose public policy demands should be strictly enforced. It is, therefore, of great importance not only in the interests of owners but also for the sake of the general public that somebody should be appointed to overlook and act as counsellor in all legislation and other matters directly connected with the vast shipping interest of the nation. At present, and from time immemorial, everything of the kind concerning it has been done in a notoriously haphazard way by that mysterious corporation known as the Board of Trade which has directly and indirectly burdened it with veritable laws which, although many of them benefit the shipowner yet, in many instances, oppress him. The Board of Trade, in its regulations, (to say nothing of other preposterous and ill-considered measures) which make it possible for the British shipowner's foreign rivals to load vessels deeper in British waters than he can and so undercut him in rates of freight, etc., etc. For an industry that represents so much in the very life of the nation—which is such a vital integral part of its industrial pursuits—it is the most disgracefully managed and misgoverned business imaginable, and all this is owing in great measure to the lack of a proper supervisor assisted by a Council composed of practical men of the world, who understand shipping thoroughly, both from owners' and employers' points of view. To the fact of the non-existence of a properly constituted representative body, no central organization, no Minister of State to safeguard its interests, the Federation of Shipmasters and Officers and the Federation of British Shipowners, which became prominent only during the past three years, owe their *raison d'être*.

It is unquestionable that a Mercantile Marine Department of State is needed and that when organized it would be of immense advantage in furthering the interests of our merchant navy, in freeing it from those objectionable and antiquated laws which are utterly unsuited to the times and militate against owners and crews, and in doing away with the antiquated laws regulating the industry. Seeing that there is nothing literally local about the shipping industry, we are not going a whit too far when we aver that those who desire to maintain the glory and prosperity of the empire—an empire on which the sun never sets—should favor the proposals for the establishment of a central body that will safeguard an industry which is of as much importance to the common weal of Her Majesty's subjects all the world over as it is distinctly national in its general character.

It was peculiarly characteristic of the local Association that it should have echoed in this the third report of the Empire the cry for this play which has been raised at Home in no uncertain manner, and it was indicative of the Association's anxiety to promote the interests of owners while safeguarding those of its members generally.

The establishment of such a Department is undeniably necessary and would doubtless do more than most people would imagine to consign to oblivion the commercial depression that has prevailed so long and wrought such havoc in almost all parts of the world during recent years. That it could do no harm goes without saying, and all that can be wondered at is that it has not been done long ago.

THE "CARLOT" "DIAMOND" COLLISION.

In the Admiralty Court, Singapore, on the 1st inst., the Acting Chief Justice gave judgment in the suit brought by the owners of the *Diamond* against the owners of the *Carlot*, who also brought a counter-claim for damages caused by the collision in the new harbor at Singapore, yesterday.

The *Carlot* was a small schooner, and the *Diamond* was a large steamer. The collision occurred on the 29th ult. at 10:30 p.m. in the new harbor at Singapore. The *Carlot* was bound for Hongkong, and the *Diamond* was bound for Swatow.

The collision caused the *Carlot* to be damaged, and the *Diamond* to be damaged. The *Carlot* was damaged to the extent of \$10,000, and the *Diamond* was damaged to the extent of \$20,000.

The court found in favor of the *Carlot*, and awarded damages to the owners of the *Carlot* in the sum of \$10,000, and awarded damages to the owners of the *Diamond* in the sum of \$20,000.

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Commercial.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—85 per cent. prem. sellers.
 The National Bank of China, Ltd.—on £60.00 paid up—30 per cent. div., sellers.
 The National Bank of China, Ltd.—Founders' shares, \$20 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$18, buyers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, £17 sellers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—3 per cent. premium, buyers.
 Chinese Imperial Loan of 1885 E—14 per cent. premium, buyers.
 Union Insurance Society of Canton—\$88, per share, buyers.
 China Traders' Insurance Company—\$60 per share, sellers.
 North China Insurance—Tls. 220 per share, sellers.
 Canton Insurance Company, Limited—\$99 per share, sellers.
 Yangtze Insurance Association—\$104, buyers.
 On 1 Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$265 per share, sellers.
 China Fire Insurance Company—\$84 per share, sales and buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$28, ex div., sellers.
 China and Manila Steam Ship Company—25 per share, sellers.
 Indo-China Steam Navigation Company, Limited—74 per cent. discount, sellers.
 Douglas Steamship Company—\$37 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$82 per cent. premium, sellers.
 Geo. Fenwick & Co., Limited—\$14 per share, sales.
 Hongkong Hotel Company—\$20, sales and buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$21.
 The Austin Arms Hotel and Building Company, Limited—\$6 per share, sellers.
 The Shamene Hotel Co., Limited—\$8 per share, sellers.
 Panjion and Sungleh Dua Samantan Mining Co.—70 cents per share, sales and buyers.
 The Raub Gold Mining Co., Limited—30 cents per share, sellers.
 New Inland Mining Co., Limited—\$11, per share, sales and buyers.
 The Balmoral Gold Mining Co., Limited—nominal.
 Toquin Coal Mining Co.—\$170 per share, sellers.
 The Jelabu Mining and Trading Co., Limited—\$6 per share, sales and buyers.
 The Selama Tin Mining Co., Limited—7 cents per share, sales and buyers.
 London and Pacific Petroleum Co., Ltd.—£2 10s.
 China Sugar Refining Company, Limited—\$130 per share, sales and buyers.
 Luxon Sugar Refining Company, Limited—\$29 per share, sellers.
 A. S. Watson & Co., Limited—\$15 per share, sales and buyers.
 Crickbank & Co., Limited—\$12 per share, sales and buyers.
 Hongkong Dairy Farm Co., Limited—\$41 per share, buyers.
 The Kowloon Land Investment Co., Limited—\$7 per share, sales and buyers.
 The Hongkong Land Investment Co., Limited—\$72, sellers.
 The West Point Buildings Co., Limited—\$20 per share, sellers.
 H. G. Brown & Co., Limited—\$33 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$48 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$95 per share, buyers.
 Hongkong Gas Company—\$102 per share, sales.
 Hongkong Ice Company—\$57 per share, ex div., sales and buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.
 The Green Island Cement Co.—\$5 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$24 per share, sales and buyers.
 The Hongkong Steam Laundry Co., Limited—\$35 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

EXCHANGE.
 On London—Bank, T. T. 2/9 1/2
 Bank Bills, on demand 2/9 1/2
 Bank Bills, at 4 months' sight 2/9 1/2
 Credits at 4 months' sight 2/10
 Documentary Bills, at 4 months' sight 2/10 1/2
 On Paris—
 Bank Bills, on demand 3/49
 Credits, at 4 months' sight 3/59
 On India—
 T. T. 22 3/4
 On Demand 22 3/4
 On Shanghai—
 Bank, T. T. 7 1/2
 Private, 30 days' sight 7 1/2

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.
 Lieut. Otto E. Ehlers. Mrs. Robbins.
 Mr. Van der Horst. Mr. W. E. Roberts.
 Mr. and Mrs. T. D. M. F. E. Shean.
 Majorhead. Mr. J. M. Spott.
 Rev. J. M. Morton, B.A. Mr. W. T. Tan.
 Mr. and Mrs. J. M. de. Mr. and Mrs. J. M. de.
 Mr. and Mrs. J. M. de. Mr. and Mrs. J. M. de.
 Bug-Major Robbins. Mr. R. W. R. Welling.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.
 Mr. F. Badley. Captain Munro.
 Mr. W. D. Bradwood. Mr. W. R. Needham.
 Mr. Budd. Mrs. Parker & children.
 Mr. Chaudet. Mrs. Patane and children.
 Mr. Flor. Mr. and Mrs. Perkins.
 Captain A. Gelly. Mr. G. H. Potts.
 Mr. Chas. Grant. Mrs. Rogers & children.
 Mr. W. E. van Eps. Mr. Sparrs.
 Mr. Haselard. Mr. T. J. Smith.
 Capt. T. Hildebrand. Mr. T. J. Smith.
 Mr. Thomas Howard. Mr. T. J. Smith.
 Mr. Morton Jones. Mr. T. J. Smith.
 Mr. W. Kofod. Mr. T. J. Smith.
 Mr. W. W. Maitland. Capt. Geo. Vlasovos.
 Mr. F. Maitland.

Shipping.

ARRIVALS.
 TAIKANG, British steamer, 1,505, W. H. Hogg, 6th August, Shanghai 2nd August, and Swatow 5th, General—Jardine, Matheson & Co.

DEPARTURES.
 August 6, *Emeralda*, British str., for Amoy.
 August 7, *Columbus*, German ship, for Hamburg.
 August 7, *Pekin*, British steamer, for Tientsin.
 August 7, *Donar*, German steamer, for Saigon.
 August 7, *Wootan*, German steamer, for Canton.
 August 7, *Talchou*, British str., for Swatow.
 August 8, *Thales*, British str., for Swatow.
 August 8, *Lokang*, British str., for Swatow.
PASSENGERS—ARRIVED.
 Per *Taitang*, str., from Shanghai, &c.—Messrs. Duke, Yu Hing Kee, Pan Su Man, Chow Look Chang, H. Salmon, and 65 Chinese.
 Per *Nanchang*, str., from Newchwang—18 Chinese.
 Per *Lighting*, str., from Calcutta, &c.—Dr. Sibbert, Lieut. Lenner, Mr. Gayland, 1 European, 1 Japanese, 5 Jews, 433 Chinese 40 women and 7 children.
 Per *Haitan*, str., from Fochow, &c.—Mr. Fung Wa Chun, and 20 Chinese.
 Per *Halpang*, str., from Halpang for Hongkong—Mr. and Mrs. T. D. Moorhead, Colonel and Mrs. Ravenshill, Mr. and Mrs. Rivas, Miss Robinson, Miss Barker, Captain Du Boulay, Messrs. Klingeman, Welling, and 64 Chinese.
REPORTS.
 The British steamship *Nanchang* reports that the left Newchwang on the 29th ultimo. Experienced strong south-west monsoon down the coast.
 The British steamship *Radnorshire* reports that she left London, and Singapore on the 1st instant. Had south-east winds with smooth sea throughout.
 The British steamship *Sunghang* reports that she left Manila on the 4th instant. Had moderate north-west winds with fine clear weather and smooth sea.
 The Chinese steamship *Fukien* reports that she left Shanghai on the 31st instant, and Swatow on the 6th. Had fresh breeze from south-west and fine clear weather throughout, with strong northerly current.
 The British steamship *Opack* reports that she left Shanghai on the 31st ultimo, Fochow on the 5th instant, and Amoy on the 6th. Had moderate south-west breeze and fine weather throughout the passage.
 The British steamship *Lighting* reports that she left Calcutta on the 20th ultimo. Experienced strong south-west monsoon and heavy sea in the Bay of Bengal. Left Singapore on the 1st instant, and thence to Hongkong experienced light variable winds and fine clear weather throughout.
 The British steamship *Charters Tamsir* reports that she left Kutchinot on the 2nd instant. From departure to Tarnabot had strong south-westerly winds and high sea and cloudy weather; thence to port had light winds and fine weather, and experienced strong adverse current.
 The British steamship *Taitang* reports that she left Shanghai on the 2nd instant, and Swatow on the 5th. Had strong south-west monsoon with moderate sea and fine clear weather, and strong current setting north-east throughout the passage. In Swatow the steamships *Radnorshire*, *Pekin*, *Charters Tamsir*, and *Kungshing*.
 The British steamship *Empress of China* reports that she left Vancouver on Monday, the 18th ultimo at 9:05 p.m. Had fine weather across the Pacific Ocean, and arrived at Yokohama at 4:17 p.m. on the 31st. Left Yokohama at noon on the 1st instant, arriving at Kobe at 1:50 p.m. on the 2nd. Left Kobe at midnight on the 2nd, and arrived at Wootan at 10:30 a.m. on the 5th. Left Wootan at 9 p.m. the same day, and arrived here this morning.
 The British steamship *Haitan* reports that she left Fochow on the 4th instant, Amoy on the 5th, and Swatow on the 6th. From Fochow to Amoy had moderate to fresh breeze and sea, and considerable south-west wind with fine clear weather. From Amoy to Swatow had moderate south-west breeze and sea, with clear weather. From Swatow to Hongkong had moderate south-west to westerly breeze and sea, in Fochow, the steamship *Opack*, in Amoy the steamship *Pekin* and one German man-of-war. In Swatow the steamships *Radnorshire* and *Taitang*.

Post Office.

A MAIL WILL CLOSE
 For Singapore and London.—Per *Opack* tomorrow, the 9th instant at 11:30 a.m.
 For Shanghai.—Per *Tamsir* tomorrow, the 9th instant at 5:30 p.m.
 For Kutchinot and Sandakan.—Per *Amoy* tomorrow, the 9th instant at 1:30 p.m.
 For Samarang and Surabaya.—Per *Taitang* tomorrow, the 9th instant at 4:30 p.m.
 For Nagasaki, Kobe, and Yokohama.—Per *Radnorshire* tomorrow, the 9th instant at 5 p.m.

SHIPPING IN HONGKONG

STEAMERS.
 Ask, Danish steamer, 682, Revabek, 6th August, Halpang 3rd August, and Holbow 5th, Rice and Pig—A. R. Mary.
 Bismarck, Italian str., 1,495, L. Baccari, 2nd August—Bombay 1st July, and Singapore 25th, General—C. M. S. N. Co.
 China, American steamer, 5,200, W. B. Seabury, 1st July, San Francisco 9th July, and Yokohama 23rd, Malls and General—P. M. S. S. Co.
 Deuteros, German steamer, 1,197, W. A. Dinse, 3rd August, Karatu 26th July, Coils—Siemens & Co.
 FAME, British steamer, 117, Captain McIsaac, Hongkong Government tender.
 FOKKEN, British steamer, 509, W. Davis, 5th August, Tamsir 31st July, Amoy 2nd August, and Swatow 4th, General—D. Laprak & Co.
 FRUE, Danish steamer, 397, C. L. Strand, 5th August, Pakhoi 2nd August, and Holbow 4th, General—Arnhold, Karberg & Co.
 LY-KE-MOON, German steamer, 1,238, G. Heuermann, 4th August, Canton 4th August, General—Siemens & Co.
 MEXAGON, British steamer, 829, B. Branch, 2nd August, Sandakan 25th July, Timber, Rubber, and General—Butterfield & Swire.
 MONKUT, British steamer, 860, H. Deans, 4th August, Bangkok 29th July, General—Yuen Fat Hong.
 NIKERTIN, German steamer, 731, L. Albers, 4th August, Ilolo 30th July, Sugar—Melchers & Co.
 OOKRYA, British steamer, 419, J. M. Daly, 23rd May, Singapore 16th May, General—Butterfield & Swire.
 PATHAN, British steamer, 1,762, Wright, 6th August, Moji 30th July, Coal—Doddwell, Caillie & Co.
 PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.
 PRESTO, German steamer, 655, J. Jensen, 4th August, Kobe 27th July, General—Siemens & Co.
 STRATHES, British steamer, 1,454, J. C. Mals, 29th July, Batom 18th July, and Singapore 22nd July, Kerosene Oil—Mastar.
 TORKINGTON, British steamer, 1,179, J. Young, 4th August, Tegal (Java) 25th July, Sugar—Jardine, Matheson & Co.
 ZAMERT, British steamer, 1,650, Edwards, 8th May, Victoria, B.C., via Honolulu 2nd April.

SAILING VESSELS.
 BELLE OF BATH, American ship, 1,347, F. M. Blethen, 27th June, New York 8th March, Petroleum—Jardine, Matheson & Co.
 CARL FRIEDRICH, German ship, 2,008, M. Haak, 22nd July, New York 15th March, Kerosene Oil, Reuter, Brockmann & Co.
 CHAMBER, American ship, 1,374, D. S. Goodell, Jr., 4th August, New York 2nd April, Kerosene Oil—Order.
 CHAMBER, American ship, 1,795, J. W. Holmes, 14th May, New York 30th Nov., Kerosene Oil—Jardine, Matheson & Co.
 ERLKONTIG, Chinese bark, 457, Opium Examination Hulk, Sincere's Island—Chinese.
 F. P. LUTHER, D. American ship, 1,042, Young, 21st June, New York 15th Feb., Petroleum—Arnhold, Karberg.
 HANRICH, German bark, 923, Hense, 22nd July, Singapore 20th July, Timber—Chinese.
 IRL, British schooner, 206, Chinit, 12th June, Hamling Pool 7th May, Sandalwood—Siemens & Co.
 JOHN McLEOD, British ship, 1,595, Henderson, 2nd July, from Frates Reef, Ballast—Captain.
 J. D. BISCHOFF, German ship, 1,408, H. Meyer, 1st July, Sydney via Singapore 30th April, Coal—Melchers & Co.
 KITTY, British bark 803, Harry Wilson, 25th July, Halpang 18th July, Ballast—Master.
 P. N. BLANCHARD, American ship, 1,503, N. W. Blanchard, 15th June, New York 21st February, Oil—Reuter, Brockmann & Co.
 SIERA, Miranda, British ship, 1,808, A. M. Master, 3rd August, Cardiff 3rd May, Coal—Order.
 STEERING, American ship, 1,663, Geo. W. Goodwin, 29th June, New York 16th Dec., Kerosene Oil—Jardine, Matheson & Co.
 VAABOND, British barkettee, 474, J. Bramston, 22nd July, Albany and Java, Sandalwood—Order.

Intimations.

HONGKONG TIMBER YARD, WANCHAI.

REGON PINE SPARS AND LUMBER
 Always on Hand. L. MALLORY
 Hongkong, 24th June, 1887.

Ten Pounds IN Two Weeks
 Think of it!
 As a Fresh Producer there can be no question but that
SCOTT'S EMULSION
 OF PURE COD LIVER OIL AND HYPOPHOSPHITES
 OF LIME AND SODA.
 It is without a rival. Many have gained a pound a day by the use of this Food.
CONSUMPTION,
 BRONCHITIS, COUGHS, COLDS, & ALL FORMS OF WASTING DISEASES, arising from debility, and the general run of ailments for which there is a need for food, are cured by all chemists.
SCOTT & BOWNE, LIMITED
 Sole Agents for Hongkong and China—
 Messrs. A. B. WATSON & Co. (Limited)
 Hongkong, 24th November, 1887.

Intimations.

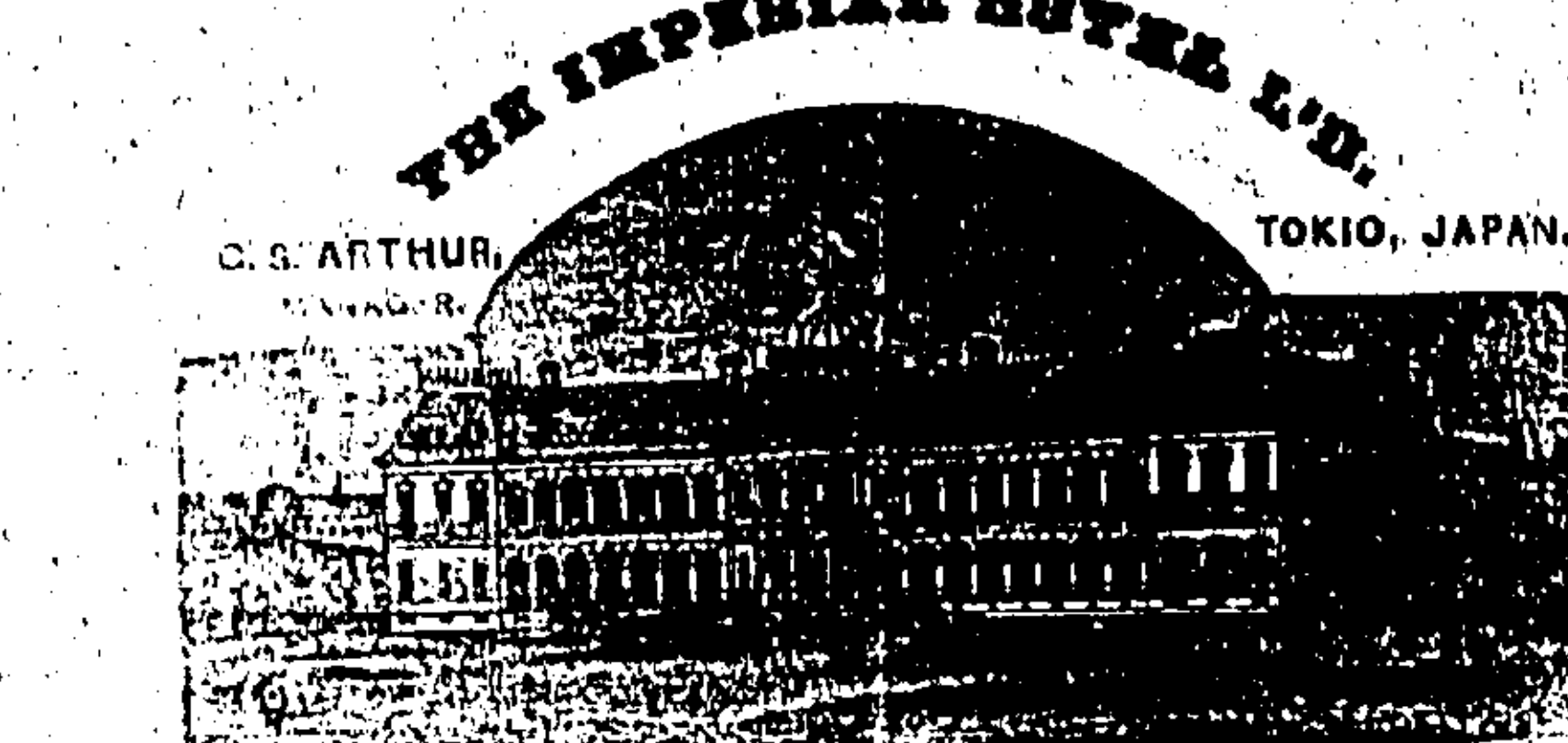
W. POWELL & CO.

GENT'S INDIA LONG CLOTH SHIRTS,
 EVERY SIZE.
 COLLARS in all the New Shapes.
 SUMMER HOSIERY. SUMMER TIES.

Hongkong, 8th August, 1922.

W. POWELL & CO.

Hongkong, 8th August, 1922.



THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Office.
 There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festival being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 TO \$4.50 PER DAY. C. S. ARTHUR, Manager.

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Mails.

C. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

China, Saturday, 20th August.

Peru, Thursday, 8th Sept.

City of Rio de Janeiro, Thursday, 29th Sept.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, YOKOHAMA and HONOLULU, on SATURDAY, the 20th August, at 1 p.m., taking Passengers and Freight for Japan, the United States and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Equimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., \$225.00

To Liverpool and London, 325.00

To Paris and Bremen, 345.00

To Havre and Hamburg, 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.

30 days' Ticket.

Continental Ticket.

Transit Ticket.

Kansas City, Mo., Omaha, Neb., 285.00

St. Louis, Mo., 292.50

St. Paul, Minn., Minneapolis, Minn., 292.50

Chicago, Ill., 297.50

Milwaukee, Wis., 297.50

Cincinnati, Ohio, 297.50

Columbus, Ohio, 297.50

Detroit, Mich., 297.50

Cleveland, Ohio, 297.50

Toronto, Canada, 297.50

Pittsburg, Penn., 297.50

Niagara Falls, N.Y., Buffalo, N.Y., 297.50

Washington, D.C., Baltimore, Md., 297.50

Montreal, Canada, 297.50

Philadelphia, Penn., 297.50

New York, 297.50

Boston, Mass., 297.50

Portland, Maine, 297.50

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months, \$337.50

12 months, \$392.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th July, 1922.

Hongkong, 30th July, 1922.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S
 ROYAL MAIL STEAMSHIP LINE,
 CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of China, Saturday, August 20th.

Empress of India, Saturday, Sept. 10th.

Empress of Japan, Saturday, Oct. 8th.

THE R. M. S. "EMPERESS OF CHINA,"

R. Archibald, Commander, sailing at Noon, on SATURDAY, the 20th August, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, KOBE INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

Prepaid return.

4 mos. 12 mos.

Vancouver, Victoria, Equimault, New Westminster, B.C., 225 338 394

Port Townsend, Seattle, Tacoma, Portland, Ore., San Francisco, 225 338 394

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